



# Sjöfartsstyrelsen

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## BESTÄMMELSER OM TRANSPORT AV OLIKA LASTER (SOLAS-KONVENTIONENS REVIDERADE KAPITEL VI)

Genom sin resolution MSC.22(59) av den 23 maj 1991 har Internationella sjöfartsorganisationen IMO reviderat SOLAS-konventionens kapitel VI. Den nya versionen träder i kraft den 1 januari 1994. Kapitel VI kommer därefter att behandla transport av olika laster närmast med tanke på förhindrande av lastförskjutning, men även andra säkerhetsbestämmelser ingår.

Den engelskspråkiga texten till det reviderade kapitel VI bifogas.

Som komplement till dessa bestämmelser har IMO publicerat en serie handböcker:

- Code of Safe Practice for Cargo Stowage and Securing.  
Sales number: IMO-292E.
- Code of Safe Practice for Ships Carrying Timber Deck Cargoes.  
Sales number: IMO-275E.
- Code of Safe Practice for Solid Bulk Cargoes (BC Code).  
Sales number: IMO-260E.

Bestämmelserna om transport av spannmål, som tidigare ingick i den egentliga texten till kapitel VI, är nu reviderade och publicerade i en särskild kod:

- International Code for the Safe Carriage of Grain in Bulk  
(International Grain Code). Sales number: IMO-240E.

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## CHAPTER VI

The title and text of chapter VI are replaced by the following:

"CARRIAGE OF CARGOES

PART A

GENERAL PROVISIONS

Regulation 1

Application

1 This chapter applies to the carriage of cargoes (except liquids in bulk, gases in bulk and those aspects of carriage covered by other chapters) which, owing to their particular hazards to ships or persons on board, may require special precautions in all ships to which the present regulations apply and in cargo ships of less than 500 tons gross tonnage. However, for cargo ships of less than 500 tons gross tonnage, the Administration, if it considers that the sheltered nature and conditions of voyage are such as to render the application of any specific requirements of part A or B of this chapter unreasonable or unnecessary, may take other effective measures to ensure the required safety for these ships.

2 To supplement the provisions of parts A and B of this chapter, each Contracting Government shall ensure that appropriate information on cargo and its stowage and securing is provided, specifying, in particular, precautions necessary for the safe carriage of such cargoes\*.

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\* Reference is made to:

- .1 the Code of Safe Practice for Cargo Stowage and Securing adopted by the Organization;
- .2 the Code of Safe Practice for Ships Carrying Timber Deck Cargoes adopted by the Organization; and
- .3 the Code of Safe Practice for Solid Bulk Cargoes (BC Code) adopted by the Organization by resolution A.434(XI), as amended.

## Regulation 2

## Cargo information

- 1 The shipper shall provide the master or his representative with appropriate information on the cargo sufficiently in advance of loading to enable the precautions which may be necessary for proper stowage and safe carriage of the cargo to be put into effect. Such information shall be confirmed in writing\* and by appropriate shipping documents prior to loading the cargo on the ship.
- 2 The cargo information shall include:
  - .1 in the case of general cargo, and of cargo carried in cargo units, a general description of the cargo, the gross mass of the cargo or of the cargo units, and any relevant special properties of the cargo;
  - .2 in the case of a bulk cargo, information on the stowage factor of the cargo, the trimming procedures and, in the case of a concentrate or other cargo which may liquefy, additional information in the form of a certificate on the moisture content of the cargo and its transportable moisture limit;
  - .3 in the case of a bulk cargo not classified in accordance with the provisions of regulation VII/2, but which has chemical properties that may create a potential hazard, in addition to the information required by the preceding subparagraphs, information on its chemical properties.
- 3 Prior to loading cargo units on board ships, the shipper shall ensure that the gross mass of such units is in accordance with the gross mass declared on the shipping documents.

## Regulation 3

## Oxygen analysis and gas detection equipment

- 1 When transporting a bulk cargo which is liable to emit a toxic or flammable gas, or cause oxygen depletion in the cargo space, an appropriate instrument for measuring the concentration of gas or oxygen in the air shall be provided together with detailed instructions for its use. Such an instrument shall be to the satisfaction of the Administration.
- 2 The Administration shall take steps to ensure that crews of ships are trained in the use of such instruments.

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\* Reference to documents in this regulation does not preclude the use of electronic data processing (EDP) and electronic data interchange (EDI) transmission techniques as an aid to paper documentation.



## Regulation 4

## The use of pesticides in ships\*

Appropriate precautions shall be taken in the use of pesticides in ships, in particular for the purposes of fumigation.

## Regulation 5

## Stowage and securing

1 Cargo and cargo units carried on or under deck shall be so loaded, stowed and secured as to prevent as far as is practicable, throughout the voyage, damage or hazard to the ship and the persons on board, and loss of cargo overboard.

2 Cargo carried in a cargo unit shall be so packed and secured within the unit as to prevent, throughout the voyage, damage or hazard to the ship and the persons on board.

3 Appropriate precautions shall be taken during loading and transport of heavy cargoes or cargoes with abnormal physical dimensions to ensure that no structural damage to the ship occurs and to maintain adequate stability throughout the voyage.

4 Appropriate precautions shall be taken during loading and transport of cargo units on board ro-ro ships, especially with regard to the securing arrangements on board such ships and on the cargo units and with regard to the strength of the securing points and lashings.

5 Containers shall not be loaded to more than the maximum gross weight indicated on the Safety Approval Plate under the International Convention for Safe Containers (CSC).

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\* Reference is made to the IMO Recommendation on the Safe Use of Pesticides in Ships, as amended.

## PART B

## SPECIAL PROVISIONS FOR BULK CARGOES OTHER THAN GRAIN

## Regulation 6

## Acceptability for shipment

- 1 Prior to loading a bulk cargo, the master shall be in possession of comprehensive information on the ship's stability and on the distribution of cargo for the standard loading conditions. The method of providing such information shall be to the satisfaction of the Administration\*.
- 2 Concentrates or other cargoes which may liquefy shall only be accepted for loading when the actual moisture content of the cargo is less than its transportable moisture limit. However, such concentrates and other cargoes may be accepted for loading even when their moisture content exceeds the above limit, provided that safety arrangements to the satisfaction of the Administration are made to ensure adequate stability in the case of cargo shifting and further provided that the ship has adequate structural integrity.
- 3 Prior to loading a bulk cargo which is not a cargo classified in accordance with the provisions of regulation VII/2 but which has chemical properties that may create a potential hazard, special precautions for its safe carriage shall be taken.

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\* Reference is made to:

- .1 the Recommendation on Intact Stability for Passenger and Cargo Ships under 100 Metres in Length, adopted by the Organization by resolution A.167(ES.IV) and amendments to this Recommendation, adopted by the Organization by resolution A.206(VII); and
- .2 the Recommendation on a Severe Wind and Rolling Criterion (Weather Criterion) for the Intact Stability of Passenger and Cargo Ships of 24 Metres in Length and Over, adopted by the Organization by resolution A.562(14).

## Regulation 7

## Stowage of bulk cargo

1 Bulk cargoes shall be loaded and trimmed reasonably level, as necessary, to the boundaries of the cargo space so as to minimize the risk of shifting and to ensure that adequate stability will be maintained throughout the voyage.

2 When bulk cargoes are carried in 'tween-decks, the hatchways of such 'tween-decks shall be closed in those cases where the loading information indicates an unacceptable level of stress of the bottom structure if the hatchways are left open. The cargo shall be trimmed reasonably level and shall either extend from side to side or be secured by additional longitudinal divisions of sufficient strength. The safe load-carrying capacity of the 'tween-decks shall be observed to ensure that the deck-structure is not overloaded.

## PART C

## CARRIAGE OF GRAIN

## Regulation 8

## Definitions

For the purposes of this part, unless expressly provided otherwise:

1 "International Grain Code" means the International Code for the Safe Carriage of Grain in Bulk adopted by the Maritime Safety Committee of the Organization by resolution MSC.23(59) as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the Annex other than chapter I.

2 The term "grain" includes wheat, maize (corn), oats, rye, barley, rice, pulses, seeds and processed forms thereof whose behaviour is similar to that of grain in its natural state.

## Regulation 9

## Requirements for cargo ships carrying grain

1 In addition to any other applicable requirements of the present regulations, a cargo ship carrying grain shall comply with the requirements of the International Grain Code, and hold a document of authorization as required by that Code. For the purpose of this regulation, the requirements of the Code shall be treated as mandatory.

2 A ship without such a document shall not load grain until the master satisfies the Administration, or the Contracting Government of the port of loading on behalf of the Administration, that the ship will comply with the requirements of the International Grain Code in its proposed loaded condition."

